

China Mail

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號五十二年八十八百八十一英

HONGKONG, SATURDAY, FEBRUARY 25, 1888.

日四月正年子成

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C., GEORGE STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C., BATES & CO., 159 & 164, Wallbrook, E.C., SAMUEL DRACON & CO., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—AMBERT PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WINT, 21, Park Row.

SAN FRANCISCO AND AMERICAN PORTS.—BROWN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, MELBOURNE AND SYDNEY.

CEYLON.—W. M. SMITH & CO., THE APOTHECARY'S CO., COLOMBO.

SINGAPORE, STRAITS, ETC.—SAVAGE & CO., SINGAPORE, T. H. HEINSEN & CO., MANILA.

CHINA.—ACERO, F. A. DE CRUZ, SANTO, QUELCH & CO., AMY, N. MOALLE, POCHOW, HEDGE & CO., SHANGHAI, LANE, CRAWFORD & CO., KELLY & WALSH, YOKOHAMA, LANE, CRAWFORD & CO., and KELLY & CO., MANILA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$3,000,000
RESERVE LIABILITY OF PRO-
PRIETORS.....\$7,500,000

COUNCIL OF DIRECTORS.

Chairman—Hon. JOHN BELL LIVINGSTON.
Deputy Chairman—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq., Hon. A. P. McEWEN,
Esq.; S. C. MICHAELSEN,
Esq.; H. L. DALRYMPLE, Esq.; J. S. MOSES, Esq.,
Esq.; H. HOPKINS, Esq.; E. A. SOLOMON, Esq.;
B. LAYTON, Esq.

CHIEF MANAGER.

Hongkong,...THOMAS JACKSON, Esq.,
MANAGER
Shanghai,...EVAN CAMERON, Esq.,
LONDON BANKERS—London and County
Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate
of 2 per cent. per annum on the daily
balance.
On Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.
Drafts granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Hongkong, January 25, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1. or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 6 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 764

Notices of Trials.

NOTICE.

M. R. M. GROTE has this day been
Admitted a PARTNER in our Firm.

CHATER & VERNON.

Hongkong, January 1, 1888. 5

NOTICE.

WE have closed the Foochow Branch of our Firm on the 31st ultmo, and transferred our business at that port to MR. GUSTAV SIEMSEN.

SIEMSEN & Co.

Hongkong, January 28, 1888.

I HAVE this day established my self at this port as MERCHANT and COMMERCIAL AGENT under the name and style of:

G. SIEMSEN.

Foochow, January 1, 1888. 140

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or
Parcels will be kindly received
at the Sailor's Home, West Point.

Hongkong, July 26, 1888.

Intimations.

THE EASTERN MARK LODGE OF
HONGKONG,
No. 264.

A Regular MEETING of the above
LODGE will be held in the FURNACE
MASON'S HALL, Zeitland Street, THIS
EVENING, the 24th Instant, at 8.30
or 9 p.m. precisely. Visiting Brethren
are cordially invited.

Hongkong, February 25, 1888. 257

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The Ordinary Yearly MEETING of
SHAREHOLDERS will be held in the OFFICES
of the Company, No. 14, Praya Central,
February instant, at 3 o'clock p.m., for the purpose of receiving the Report of the
Directors, and Statement of Accounts to
the 31st December, 1887, and considering
the expediency of increasing the number
of the Directors of the Company to Nine.

The Transfer BOOKS of the Company
will be CLOSED from the 14th to the 27th
February, both days inclusive.

By Order of the Board of Directors,
DAVID GILLIES,
Secretary.

Hongkong, February 9, 1888. 217

HONGKONG JOCKEY CLUB.

RACE BALL, 27TH FEBRUARY, 1888.

MEMBERS wishing to SUBSCRIBE
will find Lists at the Club. Messrs.
LANE, CRAWFORD & CO., KELLY & WALSH,
and HONGKONG DISPENSARY. Subscribing
Members will not require invitations.

H. J. H. TRIPP,
Clerk of the Course.
Hongkong, February 20, 1888. 274

TENTS, AWnings AND
FLAGGS.

No. 23, Praya Central,
HONGKONG.

Hongkong, November 1, 1887. 2135

NAVAL CONTRACTS, 1888-89.

SEALED TENDERS, in duplicate, will
be received by the Undersigned, until
10 a.m. on FRIDAY, the 2nd Proximo,
from Persons desirous of SUPPLYING
the undemanded ARTICLES for the Use
of H. M. NAVY for the year 1888-89—

BISCUIT, RAISINS,
SOFT BREAD, RICE,
FRESH BEEF, SUGAR,
VEGETABLES, TEA,
POTATOES, and
MILK, FRESH WATER.

Printed Forms of Tenders and further
Particulars can be obtained at the
NAVAL STOREKEEPER'S Office.

The right to reject the lowest or any
Tender is reserved.

W. H. LOBB,
Naval & Victualling Storekeeper.

H. M. Victualling Yard,
Hongkong, 20th February, 1888. 279

GOVERNMENT NOTIFICATION.

IT is hereby notified that telegraphic in-
formation has been received from the
Government of Madras that the MADRAS
LIGHT-HOUSE will be EXTINGUISHED for
REPAIRS from March 7 to twenty-five
days and RE-EXHIBITED on April 1st without
any change in character or power.

By Command,

FREDERICK STEWART,
Colonial Secretary.

COLONIAL-Secretary's OFFICE,
Hongkong, February 18, 1888. 282

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL INSTRUMENTS.

VOIGTLÄNDER'S CELEBRATED
BINOCULARS AND TELESCOPES.

RONTELL'S LIQUID AND OTHER COMPASSES,
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE,
Christofle & Co.'s ELECTRO-PLATEDWARE,
GOLD & SILVER JEWELLERY

in great variety.

D. I. A. M. O. N. S.

— AND —

DIAMOND JEWELLERY,

A Splendid Collection of the Latest London
PATTERNS, at very moderate prices. 742

THE HONGKONG AND KOWLOON
WHARF AND GODOWN COMPANY,

PUBLIC COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS
DISCHARGING BOMBAY COTTON AND
COTTON YARN at the KOWLOON
WHARF, will have Free Storage
for 14 days from arrival after which a Rent
of 3 CENTS per bale per month will be
Charged.

ISAAC HUGHES,
Secretary.

Hongkong, November 7, 1887. 2148

ANDREW JOHNSTON,
Consulting Engineer,
Bank Buildings, Queen's Road.

PLANS and ESTIMATES prepared for
LIGHT DRAUGHT STEAMERS, STEAM
LAUNCHES, MARINE EXCISES and BOATS,
and all other kinds of MACHINERY.

A List of Stations FOR SALE always
on hand.

ISAAC HUGHES,
Secretary.

Hongkong, January 1, 1888. 140

SAILOR'S HOME.

Any Cast-off Clothing, Books, or
Parcels will be kindly received
at the Sailor's Home, West Point.

Hongkong, July 26, 1888.

The Address as above.

Hongkong, January 4, 1888. 214

NOTICE.

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of our Firm on the 31st ultmo, and

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Hongkong, January 28, 1888.

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Entertainment.

THEATRE ROYAL,
CITY HALL.
THE MEMBERS OF THE HONGKONG CHORAL SOCIETY WILL GIVE A THIRD PERFORMANCE (By Special Request) of GILBERT & SULLIVAN'S OPERETTA 'THE SORCERER,' THIS EVENING, 26th February, at 9 o'clock p.m.

PROCEEDS TO BE DEVOTED TO LOCAL CHARITIES.

Tickets—Price, \$2 each.
R. LYALL,
Acting Hon. Secretary.
Hongkong, February 25, 1888. 247

Not Responsible for Debts.

*N*either the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ALICE ROWE, Hawaiian brig, Captain J. Phillips—Wieder & Co.

B. P. CHENEY, American ship, Captain Hughes—Douglas, Lapraik & Co.

BYLOA, German barque, Capt. P. Weiss—Wieder & Co.

CENTENNIAL, American ship, Captain I. M. Bease—Russell & Co.

DOROTHÉA, German barque, Capt. H. T. Moller—Siemens & Co.

EME, British barque, Capt. W. Summers—Order.

GREAT ADMIRAL, American ship, Capt. James G. Rowell—Russell & Co.

HATTIE E. TAFT, British barque, Capt. J. McConachy—Gibb, Livingston & Co.

REMEDIOS, Spanish barque, Capt. Estival—Remedios & Co.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship
Sir Cedric,
Capt. CHENES, will be despatched above at Daylight TO-MORROW, the 26th instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, February 25, 1888. 289

GLEN LINE OF STEAM PACKETS

FOR SHANGHAI.

The Steamship
Glenury,

Captain TAYLOR, will be despatched as above on MONDAY, the 27th instant, at Noon. This Steamer has superior First-class Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, February 25, 1888. 310

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship
Yixing,
Capt. LEASK, will be despatched as above on MONDAY, the 27th instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, February 25, 1888. 309

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co.'s Steamship
Fornax,
Capt. HALL, will be despatched for the above Port on TUESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, February 25, 1888. 311

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR SAIGON, SINGAPORE, BATAVIA, SAMARANG AND SOUABAYA.

The Co.'s Steamship
Bantam,
Capt. GODDARD, will be despatched as above on TUESDAY, the 28th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, February 25, 1888. 312

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship
Narao,
Capt. GODDARD, will be despatched for the above Ports on WEDNESDAY, the 29th Inst., at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, February 25, 1888. 312

ZETLAND LODGE.

No. 623.

A Regular MEETING of the above LODGE will be held in Fazlmalles Hall, Zetland Street, on FRIDAY NEXT, the 2nd March, at 8.30 for 9 p.m., precisely. Wartime Banners cordially INVITED.

Hongkong, February 25, 1888. 216

To-day's Advertisements.

FOR SALE BY PUBLIC AUCTION, ON SATURDAY,

the 3rd March, at 10 a.m., at 16, Rue do San Lourenço, MACAO,—

OFFICE AND HOUSEHOLD FURNITURE, MIRRORS, BED AND TABLE LINEN, &c., &c.

(the Effects of the late Mr. MORTIMER MURRAY), including, amongst numerous other Articles:

DINING-ROOF AND DRAWING-ROOM FURNITURE, SIDEBOARDS, GLASS, CHINA, a considerable quantity of SILVER and PLATED WARE, PICTURES, MIRRORS, BED and TABLE LINEN, &c., &c.

Also,

A PONY, with TRAIL, HARNESS, &c., in excellent condition.

The Lease of the House is to be disposed of privately, for Particulars, apply to

E. T. BOND,
H. B. M. Vice-Consul, ad interim.
Hongkong, February 25, 1888. 315

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNERS.

S.S. BRECONSHIRE, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the KOWLOON WHARF & GOHWA Co., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 2nd Proxime will be subject to rent at the rate of one cent per package per day.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd Proxime, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, February 25, 1888. 313

GLEN LINE OF STEAM PACKETS

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenarry*, having arrived from the above Ports, Consignees of Cargo by her and by the S.S. *Hedda* and *Holland*, from New York, are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF AND GODOWN Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noons To-DAY, the 25th Instant.

Cargo remaining undelivered after the 3rd March will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, February 25, 1888. 308

Vessels Advertised as Loading.

To-day's Advertisements.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-Year ending 31st December, 1887, at the Rate of £(1.10) ONE POUND AND TEN SHILLINGS STERLING per SHARE of £125, is PAYABLE on and after MONDAY NEXT, the 27th Instant, at the Offices of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,

T. JACKSON,
Chief Manager.

Hongkong, February 25, 1888. 314

SHIPPING.

ASIA.

February 24, 1888.—

Glenarry, British steamer, 1,550, A.T., Taylor, London and Singapore February 20, General—JARDINE, MATHESON & Co.

Aturia, German steamer, 400, T. Samuel, Pahkho, February 21, and Hoihow 23, General for Macao—WINSLOW & Co.

Cassandra, German steamer, 1,096, T. Behrens, Keho, February 18, General—

SEASIDE & CO.

February 25.—

Formosa, British steamer, 687, P. Hall, Tamsui February 22, Amoy 23, and Swatow 24, General—DOUGLAS SHAMMUS Co.

Breconshire, British steamer, 1,648, Warling London January 17, and Singapore Feb. 18, General—ADAMSON, BELL & Co.

Freir, Danish steamer, 307, C. A. Lund, Haiphong February 22, and Hoihow 24, General—ANNOLD, KARRERO & Co.

DEPARTURES.

February 25.—

Phra Chom Kla, for Hoihow and Bangkok.

Cordeira, British cruiser, for Shanghai.

General Werder, for Yokohama.

Recorder, for a cruise, for Shanghai.

Sachsen, for Shanghai.

Claymore, for Singapore.

Woolring, for Swatow.

Batareia, for Nagasaki and Vancouver.

Kongsang, for Whampoa.

Decima, for Saigon.

Heptaria, for Yokohama.

Chieh-hien, for Hoihow and Pal-hoi.

Afua, for Hoihow and Pahkho.

Sarpelon, for Amoy and Shanghai.

Lezang, for Taiwan.

Pheonix, for Swatow.

Perak, for Amoy and Foochow.

Per Thera, for Bangkok.

Per Tsching, for Shanghai.

Per Tsching, for Antwerp.

Passenger.

ARRIVED.

Per *Glenarry*, from London, Misses Holmes, Bassar, Julius, Bradshaw and Davina.

Per *Aturia*, from Pakho, 57 Chinese.

Per *Formosa*, from Coast Ports, Mr Campbell, 200 Chinese.

Per *Breconshire*, from London, 11 Europeans.

Per *Freir*, from Haiphong, & 5 European.

Per *Decima*, and 73 Chinese.

DEPARTED.

Per *General Werder*, for Yokohama; from Genoa, Messrs Paul Vantier, R. Darkwells, G. Erabron and T. Siemers; from Hongkong, Mr and Mrs Heinrich Büchner, and 6 Chinese.

Per *Phra Chom Kla*, for Hoihow, 20 Chinese.

Per *Sachsen*, for Shanghai; from Antwerp, 100 Chinese.

MAILS BY THE BRITISH PACKET.

The British Contract Packet Bengal will be despatched on WEDNESDAY, the 29th Inst., with Mails for the United Kingdom, India, Europe, and countries beyond, via *Briodia*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibralter.

REGISTRY.

2.15 P.M.—*Registries* close.

2.30 P.M.—*Post-Office* closes, but Correspondence may be posted on board the Packet with *Late Fee* of 10 c.m. extra Postage until the time of departure.

THE CHINA MAIL.

No. 7648.—FEBRUARY 25, 1888.]

SEVERAL thousand Chinese and Malays visit the port of London every year. It is therefore not surprising to learn—which we do from various quarters—that the practice of opium-smoking at the East-end is increasing. When Charles Dickens called attention to the subject in “Edwin Drood,” inquisitive persons found some difficulty in obtaining ocular evidence that the novelist had not drawn upon his imagination for his facts. Now there are seven opium dens within a short distance of one another, in which every night in the week numbers of Chinese may be seen both smoking and gambling. Some of these miserable creatures never leave the city; and the notorious habit in London; and it is also a melancholy fact that in the same places of resort may be found many English women of the lowest class. It is not surprising that the attention of medical men, as well as of philanthropists, has been directed to the increasing prevalence of the vice in the neighbourhood of the docks; and that medical journals have suggested that the State cannot afford altogether to ignore this state of things.—*Daily News.*

JEWS IN CHINA AND CHRISTIAN MISSIONARIES.—A correspondent of the *Archives* writes from Hong Kong, urging that effective measures should be adopted to prevent the large number of Jews in the colony from being altogether left in the hands of the Christian missionaries. He estimates the number to be as high as 200,000; but this figure is doubtless an exaggeration. A Mahomedan living at Canton has offered the opinion that it would be easy to attach these Jews once again to the ancestral faith, and that the present time is particularly opportune for such an attempt, as there exists in China considerable animosity against Christians. The Alliance Israélite Universelle is advised to send out a small number of agents, preferably engineers and medical men, who should be conversant with English, Arabic and Hebrew (with the Sephardic pronunciation), and they should adopt Chinese attire in order that they may more readily penetrate into the interior. The correspondent who happens to be well posted up in Jewish affairs at Hong Kong, suggests that a commencement should be made by the establishment of schools at a village in the interior, where there are numerous Jewish residents.—*Jewish Chronicle.*

The greatest telescope in the world—the thirty-six inch refractor of the Lick Observatory on Mount Hamilton—is being brought to bear on the heavens with striking results. The astronomers have had to contend with a very unusual occurrence in this State, a cold snap which has frozen all liquids, and protracted the dome from revolving; but even with this drawback, they have accomplished something. Saturn has never been viewed to greater advantage; each of his rings being distinctly visible; it is already evident that errors in the ordinary astronomical maps of the planet will be discovered. A new star has been detected in Orion, and a number of photographs of the star Rigel have been taken. As the season advances each planet will be studied in its turn; April will be devoted to an examination of Mars, and it is hoped that discoveries will be made which will throw light on M. Flammarion's curious theories respecting that planet. The maximum power of the great telescope is 3,000 diameters: this may not convey a very distinct idea to the ordinary reader; he will realize its magnifying power better if I say that it enables a spectator on Mount Hamilton to see, quite distinctly, the people on board the Oakland ferry boats, fifty miles away.

FOUR HUNDRED YEARS OF SHIP-BUILDING.—The custom of naming one of our first-rate ships of war after the sovereign has, with little exception, obtained some 400 years, and a comparison of the cost of five of these vessels, built at about the termination of each century, is somewhat striking:—

1458 The Great Harry £14,000.

1538 The Elizabeth....(Not stated, but a ship about the same size cost £13,000.)

1638 The James Royal £22,750, without stores but with armament.

1788 The Royal George £60,000, with armament.

That perhaps they disappear altogether, as I have known some of them do.

That when I lose money over the Races, I try to console myself with the reflection that I have benefited my fellow-creatures, but that this reflection is not an unfailing solace.

That I should much like to have a growl over those scribblers who have been forcing Import and Export statistics down our throats *ad nauseam*.

That the interference with natural laws is always attended with more or less danger, and if it is possible to convince

Scientists outside of their own figures, let them learn wisdom from the direful effects of introducing rabbits into Australia and sparrows into the United States.

That your Contributor who wrote, “Supply and demand regulate trade—not statistics,” has neatly hit off the truth.

That this same Contributor must be a bit of a wag in his way, as I fancy there is

present in his remarks a dash of irony,

and his suggestion to impose a registration fee, and put it in the invoices or account sales, is an ingenious notion.

That there may be room for doubt whether the London, Manchester and Hamburg people will regard this idea with equal complacency.

That the “ricksha coolies”—the ‘cabbies’ of the East—have reaped a rich harvest from the Race meeting.

That most residents would not grudge those gentry an extra fare during the Carnival week, but that some action should be taken to prevent them from insolently demanding three and four times the ordinary fare and refusing to carry people in the hope of forcing exorbitant fares at the last moment.

That I am informed that these ricksha men have been much more aggressive and insolent since the Police Magistrate (Mr. Wadehouse) openly encouraged them by his famous decision in their favour.

That if that somewhat amusing, but excessively silly, circular emanating from the Postmaster General ever reaches Mr. Raikes, he will at once think that the latter part of Darwin's remark about London being a place of several million inhabitants, mostly fools, might with great propriety be applied to the Gibraltar of the East.

That the toleration of such arrogance on the part of a paid official shows that we require many other things besides breech-loaders before we are capable of taking care of ourselves.

That, as I wrote last week, the shareholders of the Companies and Corporations in this Colony will not challenge the action of their Directors.

That the ramifications and interwovenings of interest, in a social as well as in a business sense, are too complicated in Hongkong as yet to allow of any effective stand being made.

That the effect of the thunderings, near or distant, produced by writing to the papers is only indirect, and that the shareholders take the dividends paid out to them and say ‘‘Behold, it is good.’’

That I was gratified to hear the Chairman of our local Bank make his speech to-day, even although he did not tell so much as he might have done.

That there is much reason in what he says or hints about giving too much information in public meetings, and the shareholders will be glad to hear that at no time in the history of the Bank has its

affairs been in a sounder condition than at the present time. The continually increasing passenger traffic between America and Europe demands the immediate and serious consideration of this most important matter.—*New York Maritime Register.*

FRAGRANT WATERS' MURMUR.—That the werting and wallowing of the first two days of the Race Meeting were nearly too much for me, and I hated the comparatively fine weather of yesterday with greater pleasure than I could have felt had I won the Champions.

That the misery and discomfort endured on these two days shows how much depends upon the condition of the weather on such occasions.

That as Jupiter Pluvius seems to take no chances in our Racing sweeps, nor cares for the success of our annual Meeting, it may become a question whether the Jockey Club should not dodge him by holding the Races in January.

That I hope whips of a second Meeting this year, in which real Arabs will take a prominent part.

That the days of *Warrior*, *Haddington*, *Sir William*, *Exeter*, and *North Australian* will thus appear to revive for a short time.

That one good feature of this meeting was the respectable conduct of a thoroughly honest system of laying out money upon a given pony.

That the ‘blackleg’ was not without his dues nevertheless.

That the surprises of the meeting appear to furnish much matter for reflection, especially to those who lost money by such sudden changes of fortune.

That while I am losing or winning my feebles, I have a sneaking regard for the man who owns or rides ponies without a cent's advantage.

That I have come to the conclusion that pony racing, like most other things in this life, has its good and bad points, and that it is much more enjoyable in dry than in wet weather.

That it is curious how few fellows come out who end up to having lost a large sum at the Races.

That perhaps they disappear altogether, as I have known some of them do.

That when I lose money over the Races, I try to console myself with the reflection that I have benefited my fellow-creatures, but that this reflection is not an unfailing solace.

That I should much like to have a growl over those scribblers who have been forcing Import and Export statistics down our throats *ad nauseam*.

That the interference with natural laws is always attended with more or less danger, and if it is possible to convince

Scientists outside of their own figures, let them learn wisdom from the direful effects of introducing rabbits into Australia and sparrows into the United States.

That your Contributor who wrote, “Supply and demand regulate trade—not statistics,” has neatly hit off the truth.

That this same Contributor must be a bit of a wag in his way, as I fancy there is

present in his remarks a dash of irony,

and his suggestion to impose a registration fee, and put it in the invoices or account sales, is an ingenious notion.

That there may be room for doubt whether the London, Manchester and Hamburg people will regard this idea with equal complacency.

That the “ricksha coolies”—the ‘cabbies’ of the East—have reaped a rich harvest from the Race meeting.

That most residents would not grudge those gentry an extra fare during the Carnival week, but that some action should be taken to prevent them from insolently demanding three and four times the ordinary fare and refusing to carry people in the hope of forcing exorbitant fares at the last moment.

That I am informed that these ricksha men have been much more aggressive and insolent since the Police Magistrate (Mr. Wadehouse) openly encouraged them by his famous decision in their favour.

That if that somewhat amusing, but excessively silly, circular emanating from the Postmaster General ever reaches Mr. Raikes, he will at once think that the latter part of Darwin's remark about London being a place of several million inhabitants, mostly fools, might with great propriety be applied to the Gibraltar of the East.

That the toleration of such arrogance on the part of a paid official shows that we require many other things besides breech-loaders before we are capable of taking care of ourselves.

That, as I wrote last week, the shareholders of the Companies and Corporations in this Colony will not challenge the action of their Directors.

That the ramifications and interwovenings of interest, in a social as well as in a business sense, are too complicated in Hongkong as yet to allow of any effective stand being made.

That the effect of the thunderings, near or distant, produced by writing to the papers is only indirect, and that the shareholders take the dividends paid out to them and say ‘‘Behold, it is good.’’

That I was gratified to hear the Chairman of our local Bank make his speech to-day, even although he did not tell so much as he might have done.

That there is much reason in what he says or hints about giving too much information in public meetings, and the shareholders will be glad to hear that at no time in the history of the Bank has its

affairs been in a sounder condition than at the present time. The continually increasing passenger traffic between America and Europe demands the immediate and serious consideration of this most important matter.—*New York Maritime Register.*

with the Bank will ‘perhaps think’ that there is also a danger sometimes in saying too little.

That one other gratifying point in the Chairman's speech is the remark that the Board are now ‘enabled to state in the comparatively fine weather of yesterday with greater pleasure than I could have felt had I won the Champions.

That the misery and discomfort endured on these two days shows how much depends upon the condition of the weather on such occasions.

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That the days of *Warrior*, *Haddington*, *Sir William*, *Exeter*, and *North Australian* will thus appear to revive for a short time.

That one would like to know what is likely to be the outcome of all the Jubilee talk about schemes—public park, sanatorium, public library, girls' homes, and so forth.

That it may be some consolation to note, amid all the ruin of the Jubilee schemes in Hongkong, that the good people of Canton have resolved to mark their Jubilee of the Medical Mission Society there, by establishing a Lunatic Asylum.

That I hasten to assure my readers that the promoters of this excellent and philanthropic institution have no lurking idea of opening a boarding-house for Europeans.

That the now asylum is merely an adjunct

of that magnificent and benevolent work of merciful healing which has been growing and flourishing for half a century in Canton, and which has done more to smother the intercourse of Europeans with the natives of South China than perhaps anything else.

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THE LEAF AND THE BREEZE
(From the French of Arnaud.)

Pared from thy native bough,
Whither, whither goest thou,
Leaflet frail?
From the oak-tree where I grew,
In the vale;
From the woods all wet with dew,
Lo! the wind hath torn me!
Over hill and plain he flew,
And hither he hath borne me.
With him wandering for aye,
Until he forakes me,
I with many others stray,
Heedless where he takes me:
Where the leaf of laurel goes,
And the leaflift of the rose!

FRAGMENTS OF YEARS AND AGES.

Where does the narrow finite end, the infinite begin?
Go measure molecules that rest the ocean's breast within;
The microscopic mite which hides on nature's rosy face,
The candle-flame which flashes through immensities of space,
The mighty whale affected by its most minute reverie,
Its littlest section of the boundless universe.

Go, drop a pebble in the lake and note the circles wide;
Which wash in widening rings until they lap its every side,
Each ring a larger, broader wave, until its final surge Blends with the distance far away, where lake and landscape merge,
Thy earthly life is but the first of ever-widening rings Which lap eternity and blend with strange and mighty things.

So every little finite thing and every human soul Connects with waves which far away through seas eternal roll;
No heart which hungers for the truth, no soul to God aspires;
But flashes through electric space its yearnings and desires;
No humblest footstep in the march of earth's most purpose trod That did not echo over to the very throne of God.

Small, indeed the shell which holds the longest human life—
Still smaller are the bounds which hold our hating and our strife;
Our largest work a grain of sand upon the ocean's shore,
Our evil doeds a murmured sound amid the ocean's roar;
And yet each on a deathless part of my-steries profound, Which ripple with results the seas eternal ages bound.

Then know, oh man, all thou canst know; the smallness of thy place, the greatness of thy mission still through God's eternal grace;
This narrow limits of thy life, thy strivings and thy powers, Yet with all these thy soul's estate of endless years and hours; So shall thy heart be humble still—it's weakness known to thee— So shall it prize its coming powers, the growth it cannot see, Which may await it yet within the Mighty Is He.

For broken moments, smallest things, make parts of endless space, The dots and lines of great designs which years and ages trace, The sum which merit and receive God's anger or God's grace. Within immensities of space the little things each find A place long since in God's great plan marked out and well designed; Though man gropes through them knowing not, unfeeling, dull and blind— An insect in an endless plan, a spirit that shall live; Go study these deep-hidden things, with all the hopes they give, And know that little things are great, that great things too are small, In God's great plan his grand design was to embrace them all.

—Chicago Inter-Ocean.

THE JOCKEY CLUB.

The following article from the Standard of the 23rd January (brought on by the German mail) will be of special interest at the present moment—

The recent vigorous action taken against two of our best known jockeys has drawn general attention to the Club that rules the Turf. The Jockey Club is a unique institution. Probably no self-elected body in the world has such power in its hands, for, in the exercise of its peculiar functions, the Club is supreme, accountable to no one. It governs racing in every detail. A first necessity of racing is a race-course; and no ground can be used for this purpose without the express license of the Club, which, moreover, says how many meetings may be held every year. New courses are created or old ones suppressed, at the pleasure of the Club, as represented by the three Stewards who are its active Ministers, each being elected for three years—the senior retiring in the Spring. Every race-course must be governed and directed by certain officials—Clerk of the Course, Starter, Judge, Clerk of the Scales, Handicapper, and Stakeholder; and no man can act in any of these capacities without an annual license from the Stewards (that is, from the Jockey Club), whose rules must govern every action of these functionaries. Any man may enter a horse for a race, it is true, but only according to various conditions. The animal must be so described as to be easy of identification. The first time a horse is nominated, the colour, sex—horse, mare, or gelding—must be stated, together with the parentage and name, if he be named; and if the name be changed, the old name as well as the new must be given in every entry until the change has been published in the "Monthly Calendar"—the racing calendar being the official organ of the Club. The rules also specify what weight horses are to carry in various circumstances—according to their age in what are known as "weight for age" races; not less than a minimum of 5 ft. 7 in. in any plate or sweepstakes, and so forth—and also over what distances of ground they may be run; "no account less than five furlongs, if two-yards only are concerned, not more than six furlongs before the 1st of July, with many other special provisions. Jockeys are among the necessities of racing, and in this matter, too, the Jockey Club is most careful to assert itself. No jockey is permitted to ride "on Newmarket Heath" or elsewhere where these rules are in force, without a special license from the Stewards of the Jockey Club, but having licensed a jockey, benevolent rulers exist to protect him; his fees are determined, and payment at scale enforced—so that a jockey need never have a bad debt—three guineas for a race if he loses, and five guineas if he wins—and there is no

excellent rule which declares that at the end of his apprenticeship a jockey is free to form engagements for himself, irrespective of any that may have been made for him during such apprenticeship—a provision against the improper pressure of employers being thus provided.

It will be seen that a horse cannot run except by the permission of the Jockey Club, and that all who are in any way connected with him are directly amenable to Jockey Club rules and subject to penalties—lines and disqualification in some cases, and in others "warning off." If a horse runs at any meeting other than where those rules are in force, in what is officially described as "an unrecognised race," it is forever disqualified from taking part in any race at a meeting which is recognised, and so practically ceases to have any value in a race horse, for every flat race meeting which has any pretension to respectability or character is under Jockey Club rules. As far as "warning off" Newmarket Heath," this is a penalty which effectively prevents the offender from taking any further part in the sport of racing. He cannot enter or run any race, or race, either in his own name or in that of another person, and if any horse of which he is owner or part owner, or which he has proved to be under his care, training, management, or superintendence, takes part in any race, the animal is disqualified. The offender, of course, is driven off the open road of Epsom Downs or Ascot Heath, but it is in the option of the Stewards to have him removed from any rings or indulgences which come under their jurisdiction as having been licensed for racing purposes by them. Not until it is imagined that he can have his horse taught to jump and run them in steeples-chases and hurdle-races. It is the custom to report the passing of the sentence to the Grand National Hunt Committee, under whose aegis the stayer also falls, and usually the Stewards of the French Jockey Club are likewise apprised, in case he might be inclined to transfer his establishment to the other side of the Channel, and run his horses there. It should be added that the name of every person who has any interest in a racehorse, however small, must be entered at the office of Moseley, Weatherby, who may be described as the agents of the Jockey Club. False entries, of course, carry penalties, and the Stewards are thus aware to whom every horse on the turf belongs. The word "name" in the penultimate sentence includes assumed names: if any one does not wish to enter his name in his own name, he can assume any name he pleases by permission of the Stewards on payment of a fee of twenty-five guineas; but he must not use more names than ours according to the present rule. In former days he might use as many as he chose. Lord George Bentinck paid some dozen names, and seems occasionally to have owned nearly all the animals in a race, each running in a different name, and appearing, to the uninitiated public, to be the property of a different man.

Two questions of interest arise—namely, whence the Jockey Club derives its power, and in what manner it exercises them. As regards the former, it can only be said that the Club confers its powers upon itself, with the hearty concurrence of all reputable persons in the turf world. It is impossible to ascertain precisely how or by whom the sport of racing was governed previously to 1750. Probably the Monarch exercised the function of a Jockey Club by himself, and it was assumed that he delegated his authority to the leading noblemen and gentlemen who had horses running, or who were interested in any particular meeting. A sort of informal Committee of Management was accustomed to meet at the Red Lion Inn, Newmarket, about the middle of the last century, and in 1752 a room was built for the use of the Committee. Gradually the Club began to acquire property and to issue a nucleus of the present Rules of Racing, which have grown up by degrees as various points arose and had to be adjudicated upon; rules which now meet almost every conceivable source of difficulty, though efforts are continually being made to improve them. It was obviously necessary to have some central authority; the control of a sport like racing could not be given over to a Government Department, and so it had to be assumed by a privately elected body. Roughly speaking, it may be said that the principal owners of race horses constituted themselves a Club about the year 1750, and have since elected those who seemed likely to strengthen their body. The Club is an aristocratic association. The Prince of Wales, the Dukes of Edinburgh, Connaught, and Cambridge, and various Crown Heads are among the members, as are several Dukes. Among the fifty-eight remaining members, forty are Peers or sons of Peers. The Club is therefore, a body of great wealth and social consideration; the members are also, for the most part, active and often energetic followers of the sport, and it will readily be understood that the three Stewards whom they select as specially qualified to represent them are men whose decisions necessarily carry enormous weight.

It is such a body owners of horses naturally feel the utmost confidence; and it may be said that, on the whole, the powers of the Club are exercised with discretion and judgment, so far as they are exercised at all. Many abuses notoriously exist on the first duties of the Stewards to inquire into these matters. For example, the innocent forms of Turf fraud are foul riding and the "pulling" of horses. But it is not so easy to get these realities proved. When foul riding is alleged, all the jockeys who rode in the race are called before the Stewards, and the opinion of the judge is also asked. The jockeys' evidence is rarely free from bias. The complainants hold to their opinion that the intention was clear, but too often the other jockeys find it convenient to have seen nothing wrong, and if the judge thinks there was a cross or a collision the incriminated rider will declare that he could not help it; something bumped him; his horse swerved from the whip; or otherwise, and in short, that the affair was an accident. The benefit of the doubt saves an immense percentage of offenders from the penalty of their offence. Again when horses are "pulled" it is very rarely indeed that the jockey is so clumsy as to let onlookers see what he is doing, and the inquiry generally comes later on, when a subsequent race has been won, and there is a glaring discrepancy of form to be explained. But here again an almost unlimited field of quasi-explanation is open to the offenders, variations of the useful axiom that "horses are not machines," and cannot be treated to exhibit the same form week after week, together with a host of excuses with which the community of racing men are familiar.

Rumours of questionable running are very common. Many of them are palpably absurd; but, on the other hand, not a few seem to those who know most of the Turf, of horses and of men alike, to be something more than plausible; and a great question is as to the extent to which the animal is to be trusted. The ultimate explanation, this—that man, always fearing and hoping, and dimly aware that everything goes not in spite of him, that there is a Divinity, real or not, who controls his fate, and who, in the eye of the law, is omnipotent—this is the Hinde to his secret stone or tree! Or is the ultimate explanation, this—that man, always fearing and hoping, and dimly aware that everything goes not in spite of him, that there is a Divinity, real or not, who controls his fate, and who, in the eye of the law, is omnipotent? What can there be in the eye except its unwillingness to discern the quality which attracts the Hindoo to his secret stone or tree?

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